

# Attitude Towards Bicycle Infrastructure In Nepal With Reference To Hetauda City

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## Abstract

Cycling in Nepal is going to be more risky in the absence of bicycle infrastructures. This research posits that bicycle infrastructure encourages more people to cycling. This article primarily tries to document the mixed method research findings on bicycle infrastructure in Nepal, the synthesis of the views, with reference to Hetauda city. The majority of the respondents believed that bicycle infrastructure programs are essential in Nepalese core cities to convert them into sustainable cities. Then, this research attempts to analyze gap in bicycle culture movement in Nepal from the status of existing bicycle lane and public attitude on it. Through the attitudes analysis of the respondents on integrated cycling issues expressed via questionnaire fillings, interactions, interviews and discussions, this paper finally presents good practices from the ground realities with an aim to help convert the swarm cities into bicycle cities in Nepal.

**Keywords:** Sustainable City, Bicycle Infrastructures, Bicycle Culture

## Introduction

Bicycle infrastructures refer to various facilities that offer cyclists road and bicycle safety and comfort to cycling. Bicycle infrastructures include bicycle road networks, road, lane, track, trails, parking, service centre, signage, signal, bicycle sharing facilities and bicycle culture promotion programs. Nepalese cities are diverse and distinct in terms of their locations, identities and aesthetics. But Nepalese core heritage cities are not organized and planned pedestrian and cycle-friendly way; the policy makers claim to make their cities as smart city but they don't care sustainable city; Kirtipur, Lalitpur sorts of cities were more sustainable and inclusive in terms of ecological and economical balance [1]. The historically valued heritage cities of Nepal are under the threat of extinction of aesthetic identities with the growing number of motor vehicles. A city without bicycle in daily commuting cannot remain healthy because various research findings show that bicycles are the most efficient vehicles on the planet- 50 times more efficient than cars, and twice as efficient as walking. The diverse Nepalese cities demand distinct bicycle culture development schemes. The more motor vehicles are restricted in Nepalese cities, that it not only for the livable city purpose, the more aesthetically the heritage cities of Nepal can sustain their root identities. Recently, the bicycle activists, political actors and policy makers look busy to develop bicycle infrastructure [2]. Nepal is in the preliminary phase to build formal bicycle and pedestrian-friendly infrastructures but rich in unofficial bicycle and pedestrian-friendly culture [3]. But effort to

expanding the horizon of Nepalese bicycle culture academically in order to attract people of all ages and abilities from various levels of activism in Nepal is still meager. This research through mixed methods attempts to present facts and figures about the attitude on bicycle infrastructure in Nepal with reference to Hetauda City. Firstly, it presents a basic documentation and findings about the attitude of intellectuals and activists on bicycle city claim. Secondly, this paper tries to explore the gap in bicycle culture movement in Nepal while analyzing the attitude on bicycle infrastructure and integrated issues about cycling in Nepal expressed via questionnaire fill ups, group discussions, key informant interviews and interactions. Finally, as conclusion, this research paper attempts to offer recommendations and good practices actualized from the ground with an aim to promote bicycle culture in Nepal.

## Bicycle terminology in Nepalese context

The term 'cycle' literally referred to a human powered pedal driven two-wheeled non-motorized vehicle, which is also addressed as 'bike'. But in Nepal, the term 'bike' is more synonymous to motorbike. The terms 'cycle,' 'cycling,' and 'cyclist' are more popular than 'bike,' 'biking' and 'bikers' in Nepal because biker refers to motorbike riders. Likewise, the terms 'cycle rider' or 'cycle user' carry an image of low status, particularly those having common bicycle for daily work and treated inferior in Nepalese society. They are treated as vulnerable road users in the high traffic roads without cycle infrastructures in the key cities in Nepal. The com-

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mon understanding of the cycle activists is that until and unless the basic physical cycle infrastructures (i.e. bicycle lane, tracks, trials, street signs & signals with bicycle stands and networks) are not developed to ensure cycling easier, safer and comfortable in the major cities, the stereotyped images related to cycle users persist in Nepal. To alter the negative images to cycling in Nepal, bicycle stakeholders need to initiate academically aesthetic activism in micro politico-cultural levels from below.

### **Bicycle infrastructure in Nepal**

Nepal is a landlocked country and travelling by sailing is just a sweet dream. Travelling via flights is expensive to common mass. It looks motor vehicles the only option Nepal can carry on. After 1990s motorbike and car culture began to increase significantly in the major cities in Nepal. The heritage cities of Nepal turned into swarm and polluted cities. Since 2015, various bicycle activist groups and organizations appeared to advocate for the promotion of bicycle culture in Nepal. The discourses about bicycle infrastructures (bicycle road networks, bicycle lanes, tracks, trials, parking, service center, signage, signal, bicycle sharing programs, etc.) appeared with wider motor-centric roads constructions, which caused more negative effects immediately in Nepal. As a result, the local government of Federal Democratic Nepal started to present bicycle city vision and program.

Firstly, during the first local level election, the Mayor candidate of Kathmandu Metropolitan City, Bidhya Sundar Shakya publicized an exclusive bicycle city vision as his election declaration with his smiling picture on the background of cycles in the cover page. In the “Bicycle Manifesto” of his election commitment, attractive declaration was expressed as: The clean, green and beautiful Kathmandu that we could observe four decades ago has been heading towards the way of converting into one of the dirtiest cities in the world. The high rise of motor vehicles each year has reached beyond the carrying capacity of the Kathmandu Valley.... So, bicycle friendly infrastructures (lanes, routes, tracks, parking facilities) will be developed within a year branding Kathmandu as a model bicycle city... The core cities and heritage areas will be converted into car free zones... (Shakya, 2018: 1-3). Shakya declared the first integrated bicycle infrastructure development vision with manifesto as the candidate of Mayor of the Capital City, Kathmandu. He won the election but during his 5 years’ tenure as Mayor of KMC, he did not give priority to bicycle infrastructure development in his metropolitan city. Bicycle activists had a dream that KMC will show a bicycle city model that could be replicated to all the municipalities of the country; but their dream shattered. A pilot project from Maitighar Mandala to Tinkune Kathmandu initiated as shared bicycle lane with pedestrians failed badly. No other bicycle culture promotional projects came into existence in Kathmandu. As a little hope, the Mayor of Lalitpur Metropolitan City initiated bicycle shared lane painting in his metropolitan city roads, following his election manifesto. The first bicycle lane road paint and marking in Lalitpur core city brought high attention of the public. Amidst debates and criticism, LMC expanded bicycle lane painting with second phase project, total 32.5 km lane and bicycle

parking in 10 places. In some section, bollards have been used for the road safety to cyclists. LMC also established bicycle parking in a dozen of places. LMC has initiated the first dedicated bicycle lane in Nepal with bollards in the ring road from Balkhu Bridge to Balkumari Bridge, total 15.8 km [4].

After Lalitpur Metropolitan City bicycle lane painting and road marking, Chitwan, Pokhara, Dang and Hetauda have invested some budget in bicycle lane. Similar model (shared bicycle lane painting and road marking) of Lalitpur has been used in these cities. There are various challenges in the course of designing and accomplishing the bicycle lane projects in all these cities. The issues regarding the regular bicycle lane use, maintenance, supervision, repainting, expanding and adding further infrastructures are waiting dedicated bicycle activists in Nepal. The preliminary process and product of the bicycle city claim in Hetauda, the Capital City of the Bagmati Province of Nepal can be a good model for further study. This article is an attempt to offer some vision and good lesson about the attitude on bicycle infrastructure in Nepal with reference to Hetauda city.

### **Bicycle infrastructure in Hetauda**

Hetauda, a politico-cultural and historical-industrial center of Nepal, is a beautiful city with diverse places and people. But it is getting more congested due to overcrowd of people and motor vehicles [5]. In each household there is at least two motorbikes and a car in each three household. Among 1500 households in the main city roads only four houses have car-parking facilities [6]. All the private cars and other vehicles found parking on the public spaces or roadsides. The load of the motor vehicles has already crossed limits of carrying capacity. There is more than 4 millions motor vehicle in Nepal [7]. As the motorbike and car-centric culture is increasing high in Nepal, following the Capital City Kathmandu, all other key cities in Nepal are rushing towards motorbike and car-centric culture. Hetauda city, once known as one of the most beautiful and cleanest cities in Nepal, has been turned as a congested and unmanaged city. The only option in order save its former identity of cleanest and the most beautiful city of Nepal is promotion of bicycle city vision and commitment of bicycle culture promotional programs in Hetauda city. We conducted preliminary study regarding the possibility of bicycle infrastructure development in Hetauda core city and its periphery.

We found invisible bicycle culture friendly infrastructures in Hetauda city. Though it is hard to trace the history of the first bicycle entry in Hetauda, however, the first bicycle shop was seen since 1972. In a tiny Hetauda city, very small numbers of people do have private motor vehicle then. The trend of private automobile ownership is increasing significantly in the last two decades, which has crossed its carrying capacity now in the core city areas. Unless Hetauda, the Capital of Bagmati Province, comes up with the best policy of banning the entry of private motor vehicle and turn the city bicycle friendly, the aesthetic history of this city as one of the cleanest and most beautiful cities in Nepal will be limited in nostalgia. Keeping this issue into consideration, we had voluntari-

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ly carried out primary survey to Hetauda as a bicycle city vision in association with Himalayan Riders' Society, Makawanpur. Engineer Sagar Onta and Raju Saru Magar particularly with their a dozen members supported us to fieldwork.

We found bicycle lane feasible in Hetauda city and its periphery roads. East-west Mahendra Highway along with other streets are wide enough for the bicycle lane in Hetauda City. Bastipur-Raptiroad width is more than 33 feet excluding up to 7 feet width space to the pedestrians. Chaukitol-Seemachok road has 33-36 feet width with 5 feet space to pedestrians. There are no hassles to shared bicycle lane in all roads in Hetauda. Buddhachok-Sanopokhara road is wider, having road width 49 feet and divider 3 feet and pedestrian road width 10 feet, where bicycle lane is far suitable. Moreover, Hatiya-Harna bus park road width is almost of 58 feet.

Sangamchok, Parijaatpath, Huprachaur, Bhairab Road, Hattilet, Chisapani roads have 32-40 feet width excluding at least 5-7 feet width for pedestrians. Dedicated bicycle lane is possible in many places. Dharan-Chatara road is the best one to dedicated lane, but very few bicycle users were found on that road. We found road expansion planning going on and dedicated lane could be planned from the planning phase in newly constructed roads. If good planning is carried out, discouraging the private motor vehicles and encouraging to cycling, car-free core Hetauda City seems possible ultimately. Then criticisms and negative comments on newly accomplished bicycle lane (4 Km lane paint and road marking in the core Buddha Chok of Hetauda) will be source of celebration. Motorbike and car-centric people will feel aesthetic value of walking, public travel and cycling.

Spatial policies in people or bicycle friendly cities have developed a compact building that reduce travel distance enhancing cycle accessibility with an integrated policy approach to promoting cycle accessibility for commuting, shopping and leisure purposes using car restrictive measures where necessary [8]. Cycling is taken these days more aesthetically acclaimed than motorized travel. Government fund is increasing for the activities like cycle events (awareness raising, trainings, subsidized equipment, city

and workplace cycle pool schemes) and cycling infrastructures (segregated and shared lane, tracks, parking, signage). Some of the cities of the world (particularly The Netherlands, Denmark and Germany) have been converted into more people and cycle friendly cities. They are investing huge government fund for safe cycling (Hull & O'Holleran, 2014). Citation of [9] is Located in the middle part of the country, between Mountain and Terai, we found Hetauda, a city of diversity and distinct natural beauty, waiting for bicycle-friendly infrastructures.

### Data and Methods

This study has used a mixed-method (Quan+qual). It observes the overall situation of bicycle infrastructure of Nepal with reference to Hetauda city. The core city, Hetauda municipality, is the main study area. Respondents were selected and interviewed using convenience sampling method. In total 385 respondents were interviewed, who know the past and existing situation of the city. Researchers him/herself collected information. First, we interviewed respondents and then conducted key informant interviews with policy makers, cyclists and stakeholders to gauge their attitudes towards bicycle safety and its infrastructure. All the collective information was then analyzed in terms of cross tabulation and qualitative information were used to supplement the quantitative information.

### Discussions and findings

Attracting intellectuals and policy makers in cycling is a difficult thing in Nepal. When we make an effort to motive them in cycling, they show the lack of bicycle infrastructures and road safety assurance. So, we selected writers, professors, teachers, activists and policy makes as our respondents. While talking about the percentage distribution of respondents of 385, majority of participants (51.4%) were less than 40 years in which 68% were male. They have been categorized into three groups (regular cyclists, occasional cyclist and non-cyclist). Among the regular cyclist, female regular cyclists were very low (13.6%) in comparison to male regular cyclists (86.4%). The situation of occasional cyclists and non-cyclists looks similar (occasional male cyclists 63.0% and female 61.4%).

**Table 1: Respondents percentage according to demographic profile by types of cyclist**

Age and Sex	Regular cyclist	Occasional cyclist	Non- cyclist	Total
Age				
Less than 40	52.3	53.7	49.4	51.4
40 and above	47.7	46.3	50.6	48.6
Sex				
Male	86.4	63.0	61.4	68.0
Female	13.6	37.0	38.6	32.0
N	90	110	185	385

Most of the people in Nepal believe that cycling is risky in Nepal because there is no bicycle lane and other infrastructures. They found having basic information about the infrastructure and road safety. They have basic understanding that walking and cycling is getting more risky in cities. But, our one of the key informant Sanjeev Sharma, Senior Traffic Officer of Kathmandu, believes people have a lot of ways of excuses not to ride bicycle. He said that he is riding bicycle for 25 years, everyday. Don't complain and pretend and say 'I'll ride after road is ok or lane is built', just face challenge and ride bicycle everyday as passion (Sharma, 2022) [10]. Respon-

dents' knowledge on road and bicycle safety according to the types of cyclists found naturally varied. The reporting of knowledge on road and bicycle safety among respondents was found higher in regular cyclists. About half of them reported of having good and moderate knowledge on safety (50% each), whereas it was found lower among occasional (35.3%) and non-cyclists (26.9%). Among the respondents about 2 percent of occasional cyclist and 11 percent of non-cyclist responded that they have no knowledge about the road and bicycle safety (Table 2).

**Table 2: Respondents' knowledge on road and bicycle safety according to types of cyclist**

Knowledge on road and bicycle safety	Regular cyclist	Occasional cyclist	Non- cyclist	Total
Good knowledge	50.0	35.2	26.9	34.8
Moderate knowledge	50.0	63.0	62.7	59.7
No knowledge	-	1.9	10.8	5.5
N	90	110	185	385

Regarding the attitude towards bicycle safety about 64 percent of respondent agreed that cycling is one of the safest modes of transportation despite they have no good knowledge. Likewise about 11 percent of regular cyclist, 13 percent occasional and 24 non-cyclists found neutral- they choose neither agree nor disagree to the statement that cycling is the safest mode of transportation. The remarkable thing is, regular cyclists (9.1%) and occasional cyclists (13%) disagree that cycling is the safest mode of transportation. The main reason is lack of infrastructure essential for safe cycling that is supported by the one of the key informants from a respondents, a schoolteacher, who used to commute bicycle daily, after an accident completely stopped to commute bicycle. He claimed he was now terrified to commute. He asserted that cycling to work without a designated bicycle lane is one of the most hazardous acts. But, Usha Khanal, an international cycle athlete during the KII said that she had an accident and her leg was partially fractured; she thought she will never dare to ride bicycle again but sooner she could overcome her fear and became a professional cyclist, who not only commute bicycle daily but also earning for her livelihood as a bicycle coach. However, most of them said that if infrastructures were developed in the cities, they would use bicycle in daily commuting.

The study further asked about the attitude towards cycle safety. In this regard, about 80 percent of regular cyclist agreed that bicycle is the safest mode of transportation followed by occasional cyclist (74.1%). Less than half of the non-cyclist (48.2%) viewed that bicycle is the safest mode of transportation. It is noteworthy that more than 80 percent of the respondent agreed that bicycle infrastructure is essential for safe cycling. Some of the professors of the universities said that local government policies should prioritize bicycle culture and invest in dedicated bicycle lane in order to reduce high increase of motor vehicle. Sudarshan Rajbhandari, one of the Masters' Level students of Tribhuvan University, who commute by bicycle 40 km from Bhaktapur to Kirtipur daily to his university class, said that he cycles to the university by crossing 4 municipalities and only Lalitpur Metropolitan City has bicycle lane and feels safe at least there. He said, "At least there is bicycle lane and I feel safe and proud of being a cyclist" [11]. Many respondents said that they are ready to use bicycle in daily commuting if the authorities encourage them respectfully. They believe that most important thing is culture; if society respects regular bicycle users, most of the people will come to cycling with a sense of pride.

**Table 3: Attitude towards cycling safety according to types of cyclist**

Cycling safety	Regular cyclist	Occasional cyclist	Non- cyclist	Total
Bicycle is the safest mode of transportation				
Disagree	9.1	13.0	27.7	18.8
Neither disagree nor agree	11.4	13.0	24.1	17.7
Agree	79.5	74.1	48.2	63.5
Bicycle infrastructure is essential for safe cycling				
Disagree	4.5	1.9	12.0	7.2
Neither disagree nor agree	2.3	9.3	6.0	6.1
Agree	93.2	88.9	81.9	86.7

Likewise, this study has further put one statement regarding the attitude of government and society towards bicycle users. Majority of them (more than 85%) agreed still government and the society have not been able to respect to them, the most respectfully to the regular bicycle users. The focus on this area is still meager and missing in Nepal that demands collective bicycle culture move-

ment programs. Most of the activists and serious bicycle users agreed that the scattered groups of bicycle groups and activists should join hands together and run collective movements to alter the deep-rooted notion that regular bicycle users are lower rank of people.

**Table 4: Attitude towards cycle users according to types of cyclist**

The government and the society have not been able to give respect to the most respectful cycle users	Regular cyclist	Occasional cyclist	Non- cyclist	Total
Disagree	13.6	5.6	8.4	8.8
Neither disagree nor agree		7.4	3.6	3.9
Agree	86.4	87.0	88.0	87.3
N	90	110	185	385

Since the last decade, bicycle activism has been increased in Nepal. The Kathmandu valley is the centre of bicycle activism. But most of the cyclists are occasional ones in the Kathmandu Valley. Outside the Kathmandu Valley, basically in Terai plain regions, regular cycle users are higher number where bicycle to school/colleges and works is common. But, the bicycle culture is decreasing in Terai regions. One of the stakeholders said for keeping the valued cycle culture in Nepal, creative activism is essential. Activism has to be linked to aesthetically academic activities. Interestingly, almost 90 percent of the respondents of this study agreed that cycle culture promotional materials should be taught from school to university levels.

The study was carried out with reference to bicycle city claim in Hetauda city. Their attitude towards Hetauda city as a bicycle city

vision was mapped with mixed research method. The result is marvelous. In total 85 percent of respondents agreed that if the policy makers and stakeholders wish, bicycle cultures could immediately develop in Hetauda city but only about 30 percent believed that motor vehicles ban in Hetauda core city is possible. Among regular cyclists, who participated in the study, 50 percent believed that motor vehicle ban in Hetauda is possible. It shows that a long march of journey has to be carried out to reach to the destination of car-free Hetauda core city concept. However, 80.1% believed that Hetauda city could be converted into a model bicycle city. The interesting point to be noted is that, more than regular cyclists (79.5%) the occasional cyclists (83.3%) agreed more intensively that Hetauda city could be converted into a model bicycle city. Even high majority of non-cyclist participants (78.3%) agreed that Hetauda city could be converted into a model cycle city.

**Table 5: Attitude towards Hetauda as a bicycle city according to types of cyclist**

	Regular cyclist	Occasional cyclist	Non- cyclist	Total
If the policy makers and stakeholders wish, cycle cultures could immediately develop in Hetauda				
Disagree	4.5		9.6	5.5
Neither disagree nor agree	2.3	13.0	10.8	9.4
Agree	93.2	87.0	79.5	85.1
Motor vehicles ban in Hetauda core city possible				
Disagree	27.3	38.9	49.4	40.9
Neither disagree nor agree	22.7	33.3	28.9	28.7
Agree	50.0	27.8	21.7	30.4
Hetauda can be transformed as a model bicycle city in Nepal				
Disagree	18.2	13.0	10.8	13.3
Neither disagree nor agree	2.3	3.7	10.8	6.6
Agree	79.5	83.3	78.3	80.1
N	90	110	185	385

Diverse groups of intellectuals and activists that cover people from more than 16 districts of Nepal were approached, but they all were familiar about Hetauda city. The respondents were asked general to specific questions during KIIs and FGDs and interaction. They could respond general question with national bicycle culture scenario but they had to respond specific questions with reference to Hetauda city. Nepal is a country of diversity and Hetauda lies at the central part of the country between Hill and Terai regions with most diverse places and people. The result of this study therefore can be applicable in most of the cities of Nepal.

### Conclusions and recommendations

Living with other living beings with cool, green and balanced way is possible through bicycle culture [11]. There are a lot of cyclists in Nepal, but we have no fact and figure. Cycle culture movement activist do not have data. There are hardly 1.6 percent cyclists we can see on the road in the Kathmandu Valley [12]. This article presented the qualitative and quantitative research findings prove that cycling in core cities in Nepal is risky in the absence of bicycle infrastructures. Cities like Hetauda are waiting to be converted into a cycle city in Nepal. The all types of bicycle users (regular cyclists, occasional cyclists and non-cyclists) from 16 districts participated and contributed to this study. More interestingly, people of all ages, abilities and identities found eager to support to cycle culture promotion in Nepal and the high majority of respondents (85.1%) believed that Hetauda city could be converted into a model bicycle city. But, as the majority agreed (89.5%) the value of cycling needs to be promoted academically from school to university level of teaching. Hetauda has a pilot phase of bicycle lane now; bicycle to work and bicycle to school are also possible in the core city areas in Hetauda. Outside the core city, bicycle support to those students who spend more than one hour on foot to school is helpful, which will help to reduce drop out rate. Some of the stakeholders also found interested to cycle to school but they said that mentality of the society to look at bicycle users as low should be changed first. The majority of respondents (83.4%) believed female cyclists

could help better to establish and sustain bicycle culture. For that, as majority of respondents agreed (86.7%), cycle infrastructure is essential to attract people of all types to cycling.

There are a large number of people who ride bicycle regularly by overcoming all hindrances. The accessibility of infrastructure has been seen as one of the most important factors to cycle commuters during travel time. Cycle infrastructure is also a symbol of safety, comfort, attraction and pride to all types of cyclists [13,14]. A good design of bicycle infrastructure in a city will encourage more people to cycle of all ages and abilities [15,16]. The accessibility of infrastructure also attracts females, children and senior citizens to cycling [17]. Usha Khanal, one of the renowned bicycle athletes, argues that women have various barriers like periods, pregnancy, motherhood etc. but that are natural and the word impossibility is in the mind rather than in dictionary. She insists that first women have to come out of home and regularly do cycling; family members have to help women to come out of the home to cycle world. Nishma Shrestha, a keen cyclist cum gold medalist says, “cycling won’t see your differences from rest of the people and I do not believe gender and sexuality should be in question when you are riding. When you are riding, you are a free spirit - so just grab a bicycle and go for a ride.” Cycling is a holy culture- a symbol of sustainable city development. It should be more welcoming culture in the cities where development is heading towards a synonym of destruction. A good cycling activism is for knowledge-based society by the ethical citizens for shared responsibility. Cycle community has to promote academically rich aesthetic activism as Gautam Buddha 2700 years ago promoted collective consciousness and shared responsibility. Ethical citizens have to initiate cycle city claim campaigns with the bicycle infrastructure development as a key step of sustainable city development activism. In cities, such as Brisbane, where over 80% of trips are made by private cars, shifts towards walking, cycling and public transport would cause substantial net health benefits and savings in health care costs. However, for such shifts to occur, investments

are needed to ensure safe and convenient travel.

After Hetauda Sub-metropolitan City accomplished first phase of bicycle lane paint with road marking, we found a lot of criticism against bicycle lane. Mina Lama, Mayor of Hetauda said that it was too tough to her handling the public pressure against the lane. The activists said during interaction after the lane paint was finished, "Our lane of Hetauda has been internationalized and we do not want to extend it until the road is not widened in the core city, otherwise public will throw stone on our head when we walk on the street." Activism without the aesthetics of shared responsibility in the absence of academically critical strength goes no far up to the constructive outcome. The bicycle lane has been superimposed with motorbike and car parking. Lalitpur bicycle lane had similar plight in the beginning. But Lalitpur did not stop to invest in bicycle infrastructure development. Pokhara, Chitwan and Dang are struggling to sustain bicycle infrastructure programs. Hetauda can obviously offer more organic bicycle infrastructure development program and bicycle culture movements including bicycle to schools and works. Hetauda and other cities can learn good practices about how to tackle with challenges from Lalitpur. The centre of the country, the Capital City Kathmandu, too has to learn from Lalitpur [18-27].

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